late to the present situation. The expressions received at that time indicated that 95 per cent of the people were opposed to such extra session. For geographical reasons and on account of the customary ten days' notice to members, it would be investible to it would be impossible to convene and organize a special session of the Legislature in less than three weeks, presuming on the most expeditious action on the part of members. For these reasons I decemed it impossible to convene the Legislature in special exercise. the Legislature in special session to meet the present emergency, and still think it highly inadvisable. This telegram was in course of preparation on the 17th instant in reply to your tele-gram of that date, but I was taken ill gram of that date, but I was taken in and have only just returned to my office. I am now sending it in lieu of a letter, which I wired you was in course of preparation. The delay was not inten-tional on my part and no discourtesy meant thereby.

"JOHN SPARKS, Governor."

President's Reply.

"The White House,
"Washington, Dec. 28, 1907.
"Hon. John Sparks, Governor, Carson
City, Nevada: "Your telegram December 26 is re-served. It in effect declares that you have failed to call Legislature together because, in your judgment, the Legis-lature would not call upon the Govern-ment of the United States for the use of troops, although in your opinion it

ought to do so.
"The Constitution of the United States imposes, not upon you, but upon the Legislature, if it can be convened, the duty of calling upon the Government of the United States to protect the State of Nevada against violence. You now request me to use the armed forces of the United States in violation of the Constitution, because in your judgment, the Legislature would fail to perform its duty under the Constitution. The State povernment certainly does not ap-State government certainly does not appear to have made any serious effort to do its duty by the effective enforcement of its police functions. I repeat again, what I have already said to you several times, that under the circumstances now existing in the State of Nevada, as made known to me, an application from the Legislature is an establishment of the indefinite continuance of the troops at Goldfield. Circumstances of the troops at Goldfield. cumstances may change, and if they do, I will take whatever action the needs of the situation require, so far as my constitutional powers permit. But the first need is that the State authorities should do their duty, and the first step toward this is the assembling of the

Roosevelt's Ultimatum.

"It is apparent from your telegram that the Legislature of Nevada can readily be convened. You have fixed the period of three weeks as the time the period of three weeks as the time necessary to convene and organize a special session. If within five days from the receipt of this telegram you shall bave issued the necessary notice to convene the Legislature of Nevada, I shall continue the station of the troops at Goldfield during such period of three weeks. If within the term of five days such notice has not been is sued, the troops will be immediately returned to their former station.

"THEODORE ROOSEVELT."

Senator Francis G. Newlands of Ne

vada today sent the following telegram to Governor Sparks: "My opinion is that in order to justify the national government in using its armed forces to protect the state against domestic violence it is necessary, under the constitution, that application should be made by the legis-lature, or when the legislature cannot be convened, by the governor. It is necessary therefore for you, in my judg-ment, to convene the legislature and to obtain its decision as to whether application should be made to the president for protection, or an adequate law passed for the organization of a state pence force which will maintain order and protect life and property.

Views of Newlands.

"Individually I believe in the latter course and that the good name of Nevada requires that it assert itself, maintain order and protect life and property within its boundaries, and that its duty is plain. The process are its duty is plain. The peace force should not be under the control or paid by either the mincowners or the miners, but should stand aloof from industrial contest between them, with a single eye to the maintenance of order and the protection of life and property. In all that you have done recognize the difficulty tion, your patriotic intentions and your desire to prevent violence and blood-shed in the interest of good; but it is clear that the state must sooner or elear that the state must sooner or later assert its sovereignty and its firm determination, unaided by the national government, to suppress all violence, and I believe the time is now. I cannot believe that the legislature can fail to act promptly and decisively. If it does not so act, the responsibility is theirs, not yours.

The special commission appointed by the president to investigate conditions at Goldfield returned today, after spending a week in the mining camp. report will be made to the president on his return from Pine Knot. Noth-ing will be given out in advance of the

BELIEVE THAT GOVERNOR WILL NOT REFUSE CALL

GOLDFIELD, Nev., Dec. 28.—Captain W. L. Cox, the personal representative of Governor Sparks, touight received from the governor a telegram saying that he is endeavoring to learn the sentiment of the people of the state in regard to the calling of a special session of the legislature. Ever since the receipt here of the news that President Roosevelt had consented to permit the troops to remain in Goldfield provided the governor would call an extra sesthe feeling on both sides has been that the troops will remain and that the governor can hardly refuse to issue the call. The dispatch tonight is taken as indicating that the call will be is-

The mineowners are jubilant over the new turn of affairs, and while refusing to say what their program of proce-dure will be, openly assert that they

will now be in a position to carry every point they have contended for.

C. E. Mahoney, vice-president of the Western Federation of Miners, says the going or staying of the troops will have no effect on the plans of the union miners, and that he nor the officers of the local union are concerned about the the local union are concerned about the troops. The plan to be pursued provided the legislature is favorable is, it seems now, to form a body of rangers such as Arizona territory has, and to station this force in Goldfield as long as there is a possibility of trouble. Sher-iff Ingalis is, however, proceeding to organize his force of deputy sheriffs, and today new deputies to the number of twenty were sworn in, making his avail-able force now 100 fully armed men, whom will be mounted

GOVERNOR DELIBERATING COURSE TO PURSUE.

CARSON, Nev., Dec. 28.—Having been given five days by President

Catarrh Invites Consumption

It weakens the delicate lung tissues, deranges the digestive organs, and breaks down the general health. It often causes headache and dizziness, impairs the taste, smell and hearing, and affects the voice. Being a constitutional disease it re-

Hood's Sarsaparilla Radically and permanently cures.
In usual liquid form or in checolated tablets known as Sargataba, 100 doses St.

quires a constitutional remedy.

Roosevelt in which to call a special session of the Legislature, if the troops are to remain at Goldfield, Governor Sparks is deliberating what course to

The injunction suit of the Goldfield Mine Cwners against the union miners to restrain picketing and dissolve the union, has been taken under advisement until January 3, in the United States court for the district of Nevada.

GOVERNOR HAS NOT YET REACHED DECISION

RENO, Nev., Dec. 28.—Governor Sparks said tonight he had not decided to call a special session of the Legis-lature to consider the keeping of troops in Goldfield. The Governor has replied by telegraph to President Roosevelt's telegram asking for information about Nevnda camp.

Order Countermanded.

WASHINGTON, Dec. 28.—In accordance with the President's instructions, the Secretary of War late today sent telegraphic orders to General Funston commanding the department of California at San Francisco, countermanding previous orders for the withdrawal of the troops from Goldfield on Monday nor. day next.

BRILLIANT AFFAIR IS ANNUAL BANQUET

Continued from Page One.

and State we love so much. This club enrolls in its membership the names of many great men, men powerful in Na-tional and State affairs, and capitalists whose operations are world-wide. Probably the man of greatest National Importance today connected with the Probably the man of greatest National Importance today connected with the Commercial club is our worthy and esteemed secretary, Fisher Harris, who, by his efforts to reclaim the arid wastes of this intermountain country through the medium of "dry farming" has thrown himself in the limelight of the entire agriultural world. A new Adonis now appears upon the stage, however, and breatens to outshine Mr. Harris in his war chosen field. No tilling of the soil or reaping of the grain; simply a mixture of sulphurle gases running 10 per cent or exter to sulphur-dioxide, guaranteed to teld to the farmer better than \$100 per cent or the control of sulphur-dioxide. better to sulphur-dloxide, guaranteed to yield to the farmer better than \$100 per acre and known as "smoke agriculture." In every city where growth attains and progress progresses, there must be some recognized body of "boosters." Some representative body that will advertise the advantages and resources of their city and State. The Commercial club occupies that position in Sait Lake City. Man could never tell nor history record all the good accomplished by this organization through the untiring efforts of its president, recretary, board of governors and its members. The gentleman who can best recount its many commendable achievements and can paint the most vivid picture of its roscate-hued future is one of Utah's National Representatives, a man who has won fame as a barrister, honor as a statesman, and the love and respect of his fellow-men. In response to the toast "The Commercial Club," I am proud to introduce to you, Hon. William H. King.

Praises State.

Polished, oratorical, and striking bome with splendid effect, "The Commercial Club," by William H. King, brought the banqueters to their feet with a storm of applause at its close and three great

cheers for the speaker.

Judge King was brimful of his subject, and he talked Salt Lake, Utah, and the Commercial club as he never talked before. He forcefully and strenuously pleaded for a closer allegiance to city, state and commonwealth, eulo-gized Utah and Utah women, and running through the names of such men as Senator Thomas Kearns, David Keith, Judge Goodwin, Samuel Newhouse, Col. I. A. Wall, Orson F. Whitney, Rev. Elmer I. Goshen and others of equal prominence in the political and industrial arena of the state, he singled out those who stood for the best the state beasts, declaring they stood for the best Utah boasts in "brains, brawn and

More Fraternalism. Briefly he touched on local condi-

"Utah and Salt Lake City are too small for hatred to exist among neigh-bors. We are too small for factional fights and to develop the best there is in the state and in our capital city, there must be manifested more fraternalism. Perhaps some people have tried to insert issues into our politics which have no business there. These things must stop in time and the state strike its stride. "The Commercial club of Salt Lake

should be the nucleus of the commercial activity of the commonwealth. Let the club be the great crucible into which shall be poured the immeasurable resources of the state and its cities, the immaterial to be weeded out—the

matters than I, but I count it an honor and a pleasure to be present at this beautiful spread with the representatives of one of the greatest commercial bedies in the West, representing as It does men of all professions, who have the interest of their State and the industries thereof at heart, and whose every purpose it is to promote the weifare and upbuilding of this commonwealth.

But, personally, I think and I believe you will agree with me, that on Utah's mineral development depends her greatest future, when we take into consideration the present year's output, and judge the future by it.

the present year's output, and judge the future by it.

The precious metal mines of Utah have given to the world's wealth this year over \$40,000,000; eleven and one-half millions in sliver, six and one-half millions in lead, and about ten millions in copper.

In these three metals Utah takes her place as third as a producing State. She has also given about twelve millions in gold.

She has unbounded resources, but her

San Pedro Harbor.

She has coal, iron and oil enough to supply the wants of the world for the next half century, and most of this is within 500 miles of one of America's greatest harbors, San Pedro, a waterway large enough to shelter all of the fleets of the world, and also close to that iron band known as the San Pedro road, which so closely links the "City of the Angels" with the "City of the Saints."

Let us hope that the day is not far off when the development of the great iron deposits of Iron county will produce millions of tons of iron ore, which will be reduced into pig iron by 'Utah's own fuels, let it be coal or oil, whereby that industry alone will give employment to thousands of Utah's sons.

Iron can be laid down cheaply on the shores of the Pacific, where it can be conveyed by water to the gateway of the Orient and the Islands of the Pacific.

On the Pacific will float the commerce of the Twentieth century, and of this our great Nation must play its full part. It is the wealth of our mines that will make to become America's greatest Intermountain eity. It will induce capital and desirable homigration. It will solve all our present problems, and make homes for a million more contented and industrious San Pedro Harbor.

million more contented and industrious

From present appearances I am free to say a few more short years will bring about those conditions, and not until then will young Utah take her place as one of the foremost mineral producing States

Must Have Smelters.

Must Have Smelters.

Now my friends, in regard to the ameliing industry. Smelters are a necessary
adjunct to the mineral industry. We
must have them. They may be somewhat of a nuisance when too close to us,
but a very desirable necessity when too
far away, and it is absolutely sure that
a big percentage of all the precious metals of the adjoining States, as well as
Utah, will be smelted within a radius of
forty miles of this city.

It is the natural center where all of
the great rallroads make a common
point, where the limestone and the iron,
the coke and the coals can be furnished
in great quantities within a reasonable
distance and cost, and where great deposits of silicious as well as other ores
can be brought together in unlimited
quantities to support and maintain such
institutions.

stitutions. With all the advantages pertaining to this great smelting industry which has been given to us by the kind hand of Providence, it is necessary for every member of this Commercial club, as well as for every producer of precious metals, to put forth his best efforts as well as

Independent Smelter.

The members of the Commercial club, he miner and the prospector will assure you. Mr. Smelterman, that if you do you will be treated fair in return by the seople of Utah, who realize full well the sensit that you can be to this commonwealth, if you are inclined to adopt a formal policy toward the producer that will live and let live.

of some of the representatives of the great smelter combinations in this val-ley have been so grasping lately as to force an unreasonable charge for the re-duction of ores in many cases, but we must not let that discourage us, my friends, for the very men who had the strength and courage to develop these mountains and force them to give up mountains and force them to give us their treasures, with the assistance of the members of the Commercial club will have the courage to say and wis say to you if you fursue this course, that there will be an independent plant while will do justice by the producer, reducin ore within thirty miles of this city be January 1, 1909.

Urges Federal Protection

I have reasonable grounds and encour-aging assurances for the statement I make you that within the next ninety days as soon as the financial situation will semit, ground will be broken and the nstruction of a new free and independt smeiter begun.
If it should be constructed, I trust that ou will all give it your support, for it cans a great deal to the upbuilding of e, if not two, of Utah's greatest indusles.

And I would suggest to the members of

And I would suggest to the members of the Commercial club that they urge through their officers the co-operation of every commercial body is the mineral producing districts of our great Nation io see to it that they, as well as their representatives in the National capital, put forth every effort to have a department of mines and smeiters established immediately, or in the very near future, and represented by a Cabinet member. This should have been established years ago for the protection, maintenance and development of the mineral producing districts of our great Nation.

I thank you, gentlemen, for the time-I have consumed.

Clearing House Certificates.

some man down in New York went to a bank where he had deposited his money and asked for a dollar, and the result has been interesting.

1864. The line was completed to Ogden at 2.30 p. m., March 8, 1869.

Eastern Terminus.

Under the act of Congress the matter

The Real Trouble.

The Real Trouble.

You see, the trouble was this: Everybody was so prosperous, and everyone was becoming so rich, and there was so much money in circulation—every man, woman and child having, per capita, more money than they had ever owned before, therefore they could not get the money that they owfed from the banks. At least this is the way that it has been explained to me.

And so Roosevelt issued bonds. I went to my banker and I asked him about it. I always go to my banker when I want to borrow money (because he never lets me have it and I am therefore better off) and when I want the facts regarding any financial question. So I went to my banker and said to him. "How is this about the Roosevelt bond issues Is it not all wrong, and is not the country going to the bad? You know Cleveland issued bonds and built soup houses, and he was denounced as an enemy to the country." "Oh," said my banker, "you don't understand these financial questions. There is a great difference between the bonds issued by Roosevelt and the bonds issued by Cleveland. You see Cleveland issued bonds because the country was hard up, we had hard times. Roosevelt issues the bonds because the country is so prosperous; because we have too much money in circulation and some should be withdrawn and put in the treasury; because everyone is becoming too rich—the people have been

coming too busy."

And so I went home and I thought it over, and I saw that my banker was right—as he always is—and I thought what a grand thing is the clearing-house

Badge of Prosperity.

I discovered that it is a badge of pros about real finance—take your money, when you ask for it, do they give it you? No; that yould not be best you. They give you a clearing-house certificate. That is good money in your own town, but it is not good money in other towns, and that is where the great

own town, but it is not good money in other towns, and that is where the great benefit arises.

You keep your money at home. You see, I have studied this whole thing out. Take the Nation—the beneficent doctrine of protection has built up some very large corporations and made some very rich men—because it kept the money at home. The clearing-house certificates will in time build up some very strong banks and make some very rich men he our home towns, because the money will be kept at home, and every man ought to be willing to put his money in the bank and help toward this grand result. This morning I saw an advertisement of a security company, urging the people who own diamonds to put their diamonds in the strong box of the security company, and I think that the people who own diamonds ought to do it. Then the security company can take the diamonds to the New York Loan company and to various 'banks' that deal in collateral, and obtain money theren, and with that money it can extend its business, which is all right. People do not need diamonds, anyway. It ought to satisf them to know that they own them. Now when they go and ask for their diamonds, let there be issued to them, in lieu thereof, clearing-house certificates. I hope to when they go and ask for their diamonds, let there be issued to them, in lieu thereof, clearing-house certificates. I hope to
live to see the day when wealthy ladies
at social functions will wear clearinghouse certificates instead of diamonds. They would serve the same purpor the banks would be strengthened. In Lieu of Jewels.

In Lieu of Jewels.

But be that is it may, you take your money to the bank and they loan it out. When you ask for it, you are given a clearing house certificate. You take your diamonds to the trust company and the trust company borrows money upon your diamonds and when you go for them they are not there, but they give you a clearing-house certificate. This shows the advance of civilization. Savages adorn themselves with beads and pearls and shining gold. Let the modern woman pin to her ears clearing-house certificates, guaranteed by McClornick. Let her wear in her hair clearing-house certificates, furnished by Len Hills. Let her place upon her bosom a clearing-house certificate, issued by Frank Knox, and let her twist about her fingers clearing-house certificates, made by Leu Farnsworth and E. O. Howard.

We, indeed, live in fortunate times when men are generous and public spir-

when men are generous and public spir-ited enough to take our money and to safely keep it where we cannot get it and spend it, and who do not take it, as nothing in return, but who acknowledge ance of clearing-house certificates.

Spencer's Address. D. S. Spencer, assistant general pas-

senger agent of the Oregon Short Line railroad, was introduced by Toastmaster Murphy, as the shrewdest politician of Utah, the man who had a faculty of sayng things and making men believe them. "There is much in common be tween the Daniel of old and the mod ern Daniel," said Mr. Murphy, I take great pleasure in introducing to you at this time Daniel Swasion Spen-

Mr. Spencer, speaking of the Western railroad development, said:

Promontory Summit, Utah, The last rail is laid, the last spike is driven, the Pacific railroad is completed. The point of junction is 1086 miles west of Missouri river and 630 miles east of Sacramento City.

(Signed) LELAND STANFORD.

Central Pacific P.

Central Pacific R. R. T. C. DURANT, SIDNEY DILLON, JOHN DAFF, Union Pacific R. R.

which shall be poured the immeasurable resources of the state and its cities, the immaterial to be weeded out—the big things left.

Committee on Resources.

"Gommittee on Resources."

"Gommittee on Resources."

"Gommittee on Resources."

"This would have been established pour on its of the stamp of Thomas Kearas, David Keith, George T. O'Dell, Sand and the state of our great Nations, and it it may not it for the stamp of Thomas Kearas, David Keith, George T. O'Dell, Sand and the castablishment of the stamp of Thomas Kearas and general cultures. The state and the castablishment of Commercial clubs in every smaller city of the state, all these clubs consumed.

Following Serator Kearas, Judge O. W. Powers spoke on "Clearing House Certificates."

Following Serator Kearas, Judge O. W. Powers spoke on "Clearing House Certificates are converted to the state and the castablishment of Commercial clubs in every smaller city of the state, all these clubs in every smaller city of the state, all these clubs are converted for a club, when the Commercial Club—It is a source of rear a convert to the new that you desire to make the commercial club—it is a source of rear and the possibilities for the state and Sait Lake. It parts and president of railroads—the first Trainspactic railroad, the converted of the club, the pair of the club, respectively of the club, res

Eastern Terminus.

Under the act of Congress the matter of deciding the Eastern terminus of the line was left with President Lincolu, and it has been suggested that had the act passed Congress at a later date, and during the great excitement in connection with the Civil war, through the influence of members of Congress from the South, the Eastern terminus of the Pacific rallroad would have been St. Louis, Mo. From Newcastle, Cal., across the Sierras to Wadsworth, 157 miles were built between February, 1865, and July, 1868, with a force of from ten thousand to thirteen thousand men. On one day alone a stretch of ten miles of track was laid from a point ten miles westfrom Promentory Junction. At this period twenty-five thousand men and skthousand teams were employed by the Central Pacific company.

This road was built at an enormous expense and probably could never have been completed except for Government ald. The principal factor contributing toward the unusual expense was probably the rivalry between the Union Pacific rallroad on the west. From Cheyenne west, the Union Pacific was constructed under rush orders the entire distance, fabulous prices being pald for material and labor. It has been estimated by some that probably ten million dollars could have been saved in the construction of these two lines had the financial projectors of both gotten together at an earlier date.

It is known that the Union Pacific constructed its roadbed to a point as far west as Humboldt, about four hundred miles west of Ogden, and that in many places plies had been driven by both companies crossing the same stream. It is estimated that railrond tles cost as high as 53 each, when beeded as a compared

panies crossing the same stream. It is estimated that railroad ties cost as high as \$3 each, when bedded, as compared with the cost today of probably 75 cents per tie. Fifty-pound from rails, it is claimed, cost as high as \$100 per ton, and per tie. Fifty-pound fron rails, it is claimed, cost as high as \$100 per ton, and 25 cents per yard was paid for common earth work, and this was paid for common earth work, and this was paid both ways, cut and fill; whereas today only 15 cents per yard is paid and contractors haul the material five hundred feet without additional compensation. Then loose rock cost \$1 per yard as against 45 cents per yard today. Double time was allowed contractors for work done Sundays, nights and holidays. It a claimed that had not the Central Pacific the advantage of Chinese labor the present junction point of the two lines would have been much further west.

Both companies were aided immensely by Utah people and it was the building of the tunnel at Echo canyon for the Union Pacific that first brought Bishop John Sharp to the prominent notice of the Union Pacific officials, while Lorin Farr, Jesse W. West and others took large contracts for work on the Central Pacific.

Reconstruction.

Reconstruction.

It is probably safe in calculating that a distance of one hundred miles or more has been reduced between Council Bluffs and Oakland pier in the reconstruction of the Pacific railways by the various cutoffs, cutting down grades, reduction in curvature, the greatest factor of which was the building of the Lucin cutoff over Great Salt Lake, one of the greatest feats of railway engineering skill ever undertaken. And all of these enormous and magnificent improvements have been accomplished under the direction of Mr. E. H. Harriman.

accomplished under the direction of Mr. E. H. Harriman.
It might be interesting to know that there were constructed in the United States during the present year 1907, 5874 miles of railway, bringing the total milesge up to 229,282 miles.

Utah Built Roads.

Utah Built Roads.

On May 27, 1859, land was broken near the present site of the Union depot at Ogden for the construction of the Utah Central railroad to Sait Lake City by President Brigham Young. This road was built entirely by Utah people and with Utah money, and was probably the only railroad up to that time of its length that had been built without government aid of some character. The road was completed to Sait Lake City on January 19, 1870, on which date the last spike, made of fron from southern Utah, was driven by President Brigham Young. The event was celebrated with great cereevent was celebrated with great c mony, over fifteen thousand people ing in attendance, including four ba eneral Gibbins, then in command imp Douglas, with his staff, milita d, and all the troops, participated the celebration insted all day and closed with illuminations, fireworks and a grand all, all parties taking part regardless of my distinction; and the completion of his road was rightfully considered at the time the greatest commercial event in

this road was rightfully considered at the time the greatest commercial event in the history of the city.

The first work done toward construction of the Utah Northern railroad was when ground was broken at Brigham March 25, 1872, and work was commenced on building the line to Ogdon, a line previously having been built from Corinne, a junction point on the Southern Pacific, to Brigham City. After completion of the line from Brigham City to Ogden, the line was extended north from Brigham line was extended north from Brigham City to Logan, later to Richmond, then to Franklin, Ida., and still later to Butte,

The Utah Southern rallroad was completed from Sait Lake to Juab, a distance of 150 miles, in June, 1879, and the other extension from Juab to Frisco, 129 miles further south, between the spring of 1879 and the summer of 1880.

San Pedro Line.

San Pedro Line.

We are more or less familiar with the building of the line from Milford, I'tah, south, by Hon. A. W. McCune, and of Senator Clark later becoming connected with this line, and in connection with associates of the Union Pacific completing what is known as the San Pedro, Los Angeles & Salt Lake railroad, through to San Pedro harbor, and of the great importance and benefit of this line to our city and State.

The Rio Grande Western, properly called the scenic line of the West, at first

called the scenic line of the West, at first a narrow gauge, was completed through to Ogden, connecting with the Southern Pacific and other lines at the junction city, and formally opened for business in May, 1883. This line was changed from narrow gauge to broad gauge May 10, 1890. The principal promoters of the Rio Grande Western were General William J. Parmer, David D. Dodge and William A. Bell.

ell. Illinois has 11,959 miles, and has more

lilinois has 11,959 miles, and has more mileage than any other State. Utah has a total of 1950 miles, and stands thirty-third on the list, with but few miles less than the great State of Oregon. The banner year for railroad building was 1887, when 12,876 miles of railroad was constructed.

Already Salt Lake City has a street car trackage of one and thirty-seven hundredths miles to every thousand of population; a greater mileage than most any city in the United States of relative population, and, with the completion at an early date of contemplated improvements. Salt Lake City can boast of a street railway system the equal of any in the United States.

Construction

Construction.

Concerning the construction and equipment of Western railways, Mr. Spencer said:

Spencer said:

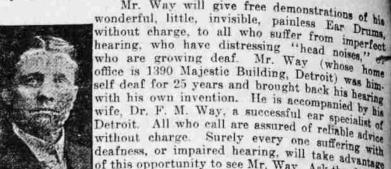
Originally the old Union Pacific rallroad and a large number of other Utah
lines built in early days, were constructed of from 48 to 50-pound iron rails.
Nearly all of these have been replaced
by 90-pound steel, and the old wood
bridges and tresties have nearly all been
replaced by steel and concrete structurea.
By way of comparison as to cost of
material in the construction of railroads,
it is stated that in 1863, when the Unton Pacific was built, common iron rails
cost from \$100 to \$120 per ton, and in
1897 steel rails cost \$17 per ton, while
the present price of 90-pound steel rails
is approximately \$30, and there was the
same relative difference in the price on
other materials.

same relative difference in the price on other materials. Probably the most marked distinction between olden times and today is shown by comparison of the passenger equipment. Many of you can readily recall the old-style coaches and sleepers used on the transcontinental lines. Many of the coaches did not exceed thirty feet in length and were capable of seating about thirty persons, with the low-back seats, small windows, imperfect ventilation, and the candle or coal oil lamps, and with the long, loose drawheads, iron rail around the platform, and the old conical-shaped stoves in either end. These cars were equipped with cast iron wheels and hand brakes.

Today the modern coach is sixty or

Good News for the Deaf

George P. Way, Inventor of the famous Way Ear Drum, will make his second annual visit to Salt Lake City and will be at the Hotel Wilson from Monday, December 30, until Saturday night, Jan. uary 4, 1908. Mr. Way will give free demonstrations of his



deafness, or impaired hearing, will take advantage of this opportunity to see Mr. Way. Ask the elevator Geo P. Way, Inventor love lors. The Way Ear Drum is patented in the United States, July 4, 1809; Septamber 18, 1906. Great Britain, Ireland and the Isle of Man, July 6, 1906. Canada June 13, 1905. France, January 5, 1907, and patents pending in Germany and other countries. All infringements will be prosecuted.

other countries. All infringements will be prosecuted.

seventy feet in length, and is equipped with paper, steel-tired wheels, air brakes, high-back or scarritt seats or chairs, with searing capacity for seventy persons; with searing capacity for seventy persons; with searing capacity for seventy persons; with miller platforms, and buffer and vestibule, steam heat and Pintsch gas or electric light.

Freight Equipment.

Formerly the capacity of a freight car was approximately ten tons or twenty thousand fifty tons or one hundred thousand fifty tons or total tonnage of 200,000 pounds, approximately twenty cars of ton tons, approximately twenty cars of ton tons, or a total tonnage of 200,000 pounds, was operated between Salt Lake and Ogden each for a total capacity of 400,000 pounds, was operated between Salt Lake and Ogden each day. A fair average of freight business between Salt Lake and Ogden each by the Oregon Short Line since December 1 is seven trains each way, and 23,600,000 hounds per twenty-four cars of 1200 tons each way, which makes approximately 18,800,000 pounds ach way, and 23,600,000 hounds per twenty-hours of 3,200,000 pounds and higher street the should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should be its an ompire here, we must be sure that the black spot should found Utah shall stand for the beat that there exit were a number of speakers, including the regular program and wisdom, the year 1907 in the sixe and song, with the same that the black spot should be its an ompire here, we must be sure that the black spot

tive capacity of passenger and freight engines of today as compared with twen-ty years ago, when the average weight of a passenger engine and tender was 121,000 pounds, as compared with 373,000

pounds today.

The maximum trackage power was 11,

The maximum trackage power was 11, pounds, as compared with 29 unds today. While a passenger lo pounds today. While a passenger loco-motive, twenty years ago, could haul four passenger coaches, a modern one can haul fifteen coaches. The same relative distinction exists with regard to freight engines; the hauling capacity of a freight engine twenty years ago on a 1 per cent grade was 500 tons, as compared with 1700 tons today. grade was boo

Expedition of Traffic.

Judge Goodwin and some others will probably remember the time when it required three days and nights or seventy-two hours to make the trip from Ogden to Omaha, while today the time required

quired three days and hights or seventytwo hours to make the trip from Ogden
to Omaha, while today the time required
is only thirty-one hours.

Perhaps, some of you can remember
when the passenger fare from Salt Lake
to the Missouri river was \$100, and when
the rate from Salt Lake to Denver was
\$55, payable in gold coin, while today
the fare to Omaha is but \$30, and to
Denver, \$15.75, payable in clearing house
certificates. Can somebody figure the
percentage reduction? It will also be recalled that when the railroad was first
completed between Ogden and Salt Lake
the passenger fare was \$2, or about 5
cents per mile. This was afterward reduced to \$1.50, or 4 cents per mile, and
later to \$1.10, or 3 cents per mile.

And all of these changes for the better
have been brought about in the usual
course of events, with a view of keeping
apace with the times, and without the
intervention of Federal or State legislation.

Street Railways.

Street Railways.

A great deal has been said about the street car system of Sait Lake. It might be interesting to know that the first car company was organized January 24, 1872, and that the first one and one-half miles of track was completed from the Utah Central depot to the old Benedict residence on Third South street, July 17, 1872. Horse and mule power was used in those days, but this was all transferred to electric power on August 17, 1889. Salt Lake City now has ninety-seven miles of street railway, and with the completion of the lines contemplated in the petition of the franchise recently presented to the City Council, there will be a total of one hundred and nineteen miles. track was completed from the

be a total of one hundred and nineteen miles.

Regarding the much-talked-of passenger station for the Oregon Short Line railroad, toward which there has already been an expenditure of one and one-half million dollars for real estate, reconstruction of yards, and tracks and small buildings, I have the honor and pleasure to say to the Commercial club, by direction of William H. Bancroft, vice-president and general manager of the Oregon Short Line, and whom I think we all regard as the dean of the railroad community, that he has received within a few hours authority to push to completion as early as practicable this long-contemplated structure. Mr. Bancroft also states that the cost of the building will be between four and five hundred thousand dollars.

After Mr. Spencer, W. J. Brines charmed the company with his beautiful rendition of Chadwick's famous lallad, "Before the Dawn." He was obliged to respond to an encore and sang "Love Is a Bubble." Both selections were beautifully done and mertiand the great applications with a substant and mertiand the great applications. ited the great applause with which they were received.

The hour was becoming late, when the Rev. Elmer I. Goshen, pastor of the First Congregational church, was called upon. Explaining that he could not think of detaining the company much longer, Mr. Goshen spoke briefly of the duties of the citizen in the United States, and particularly in this

state.
"The responsibilities of the me this state are of the most serious kind." said Mr. Goshen, "We could not enjoy our banquet to the fullest extent tonight if we felt that just outside the doors were people hungering even for a crust of bread.

He referred in the strongest terms to the work done by Peter Bartman in Chicago, especially his act in closing the store of Marshall Field in that city because Field was not conforming city because Field was not conforming with the building laws. "This is the nighest kind of citizenship," said Mr. nighest kind of citizenship, said Goshen, "the kind of citizenship which insists upon the obeying of the laws hecause they are right. There are three hesause they are right. There are three things necessary in this kind of citizenship, 'said Mr. Goshen; 'first, ability, second, knowledge, and third, strength of character to carry out the things which one believes is right."

Mr. Goshen spoke of the duty which we owe to the poor foreigners who come to this country and the necessity of in-sisting that they should be Americans. Utah a Black Spot.

"In the map of the United States."
said Mr. Goshen, "all of the States are colored with their proper colors except the State of Utah. That State remains a black spot. If the State of Utah is appear.

JUDGE WALLACE WINS "BLUE" SUNDAY FIGHT KANSAS CITY, Dec. 28.-It is ex-

pected that all the theaters in Kansas

City will be closed tomorrow. A. Judah, proprietor of the Grand opera house, who has been the leader in the organized resistance to the Sunday closing campaign of Judge William H. Wallace of the criminal court, gave up the fight tonight and announced that the Grand would be closed tomorrow. the Grand would be closed tomorrow.

During the past two months several hundred indictments for violations of the Sunday law have been returned against theatrical performers, employes and managers, who have been released on bail bonds aggregating nearly \$300,000. The bonds were furnished by local bankers and capitalists. The actors indicted have scattered to all quarters of the United States, and it would be a physical impossibility to gather them all back for trial. It is understood, though not announced officially, that trial of the indicted actors will not be pressed if the managers keep their theaters closed from now on.

from now on.

No test case of the validity of the Sunday closing law has been perfected. The Missouri Sunday law passed was seventy years ago and no effort to enforce it as regards theaters was over made until three months ago.

ARGUMENTS IN POWERS CASE BEGIN MONDAY

GEORGETOWN, Ky., Dec. 28.-Judge Morris delivered his instructions to the Caleb Powers jury this afternoon. Instructions, which are almost identical Instructions, which are almost identically the same as those delivered by Special Judge Robbins, on the third trial of Powers, simply deal with the existence of a conspiracy to murder Goebel. If the jury believes from evidence, beyond reasonable doubt, Powers guilty of being accessory as charged, Judge Meris said they should find him guilty, and fix his punish been at death or life imprisonment. After the instructions had been read, court adjourned until Monday, when the arguments will begin.

Sis Hopkins's Bayings.

(By Rose Melville.) Many a girl meets her fate at a awn fete. Ma says Noah called his wife an

arkangel. It is a big feet for some boys to It is a big feet for some boys to learn how to dance.
Pa savs it takes a pushing man to enjoy following the plow.
The criminal has at least the courage of his convictions.
Ma says the best time to keep your mouth shut is at an auction.
Pa says assertion is not proof, but that exertion will find it.
Pa says it is a pity that the sign in front of a saloon shouldn't Bacchus.
It is a little wonder that a "broth

It is a little wonder that a "broth of a boy" should fall into the sonp. When a woman owns a well-bred goat it is little wonder that it should but

Ma says there would be more genius in the world if there wasn't so many Ma's motto for framing: The doctor

who inspires hope is better than liver Women and wrestlers have to put up with some men, 'cause they can't put

with some men, 'cause they can' em down.

A woman may frighten a man, but a woman who is a fright can't scare a man into purchasing a marriage license.

The man who wears mutton chops should be warned against making sheep's eyes at Drasden shepherdesses.

Personal—Daffodil and Ezzema Mudsock, the beautiful and cultured daughters of Megaphone Mudsock, the popular back driver of Perkins's Puddle, have gone into trade. They have cospted positions as waitresses at the Bon Ton restaurant.

Bon Ton restaurant. Union Dental Co.

218 South Main. Honest Work. Honest Prices. Painless Extraction of Teeth or No Pay. All Work Positively Guaranteed. 'Phone Bell 1126-X; Ind., 1126.

TOO LATE TO CLASSIFY. Blemishes, pimples, eruptions, rashes, medicated by Satin skin cream, soon dis-